

PRICE \$2 PER MONTH

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Shipping.

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Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES



Are clear, cool, & preserving to the sight.
MR. LAWRENCE'S VISIT TO HONGKONG WILL TERMINATE ON THE 21ST SEPTEMBER.

HONGKONG HOTEL.
(Room No. 20), August 31, 1888. 1232

CONSULTATIONS FREE.

SPECTACLES VS. BLINDNESS.

Vision is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.
It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Snodgrass, testified that he had no hesitation in stating that the unaided power of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skillful adaptation of glasses, have been preserved for years.

S. R. GROOM, Esq., F.R.S.,
Barrister at Law, Singapore.

I have used Glasses for twenty years, and have no hesitation in saying that, those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
OPTICIAN & DISPENSER,
(Opticians to the Principal Ophthalmic Surgeons in England and India)
Office:—Old Bond Street, LONDON.
3 & 4, Hare Street, CALCUTTA.
22, Rampart Row, BOMBAY.

Mails.



STEAM FOR

SINGAPORE, PENANG,

COLOMBO, ADEN, PORT SAID,

MARSSEILLE, MALTA,

GIBRALTAR, BRINDISI, PLYMOUTH,

AND LONDON

ALSO

MADRAS, CALCUTTA, AND

AUSTRALIA.

N.B.—Cargo can be taken on through bills of lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANTONIA, Captain W. J. WEBBER, with the Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and ports of Call, on WEDNESDAY, 26th September, at Noon. Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Consular and Police Offices are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 13, 1888. 1527

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship ARABIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 27th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$250.00
To San Francisco and return ... 350.00
available for 6 months ...
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, September 8, 1888. 1509

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SAN FRANCISCO will be despatched for San Francisco via Yokohama, on TUESDAY, the 18th September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to English, French, and German by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
available for 6 months ...
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central, Hongkong, August 20, 1888. 1434

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP,

BREMER & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTO PORTS;

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 a.m., the Company's Steamship BRUNSWICK, Capt. H. BOMMEKE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port for above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th September. (Parcels are not to be sent on board; they must be left at the Auctioneers Office) Contents and Value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess. For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 1, 1888. 1465

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

ON THURSDAY, the 27th September, at Noon the Company's Steamship MEZBOURNE, Commandant BONNEY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the Auctioneers Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 14, 1888. 1533

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,

THEORETICAL AND POPULAR

ASPECTS.

BY

ERNEST J. EITEL, Ph.D., Tutor.

THIRD EDITION,

REVISED, WITH ADDITIONS.

Price, ... \$1.50.

LANE, CRAWFORD & Co.,
Hongkong, August 20, 1884.

Notices to Consignees.

FROM HAMBURG, PENANG AND

SINGAPORE.

THE S.S. Frigga, Captain F. NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Free and Godown Co. and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, September 14, 1888. 1532

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's S.S. Taising, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 19th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 20th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 12, 1888. 1519

STEAMSHIP DJEMNAH.

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. Mouchette, from Antwerp, ex S.S. Roman, from Havre, ex S.S. Marie, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Wednesday), the 12th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Wednesday, the 19th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before FRIDAY, the 21st Instant, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 11, 1888. 1517

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To-day's Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions

of SALE OF CROWN LAND by Public

Auction, to be held on the Spot, on

TUESDAY, the 26th day of September,

1888, at 3.30 p.m., are published for general

information.

By Command,

FREDERICK STEWART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 15th September, 1888. 1539

Particulars and Conditions of the Letting by Public Auction Sale, to be held on TUESDAY, the 25th day of September, 1888, at 3.30 p.m., by Order of His Excellency the Governor, of one Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

Registry No.	Locality.	Boundary Measurements.	Area in Acres.	Area in Hectares.	Area in Gacres.
1

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by Public Auction, to be held on the Spot, on THURSDAY, the 27th day of September, 1888, at 4 p.m., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 15th September, 1888. 1540

Particulars and Conditions of the Letting by Public Auction Sale, to be held on THURSDAY, the 27

THE RECENT TYPHOON IN THE CHINA SEA.

The *s.s. Cheong Hye Teng*, which arrived here this morning, gives some further details with regard to the action of the recent typhoon which entered the Southern part of the China Sea. It will be remembered that on Sunday last a telegram was received here that the typhoon advanced two days before appeared to have divided into two, the one part travelling North towards the Pacific and the other crossing the Archipelago towards the south. Of the division which went North we have heard little; but the telegram announcing the two-day postponement of the American mail steamer *Arctic* indicated that a tempest was blowing in the neighbourhood of Yokohama. As to the Southern part we heard yesterday from the *Friga* that she had encountered it off Padarong on the 11th inst. This news is supplemented by the report of the *Cheong Hye Teng*, which is as follows:—

We left Singapore on the 6th Sept. 1898 at 9.15 p.m., and had light N.E. breeze and partially light weather until the 9th, when we had moderate Westerly to South Westerly breezes and light rain showers. By the afternoon of the 10th the wind had changed to N.W., and we had squalls with light Northerly swell; the barometer was at 29.60 and was steadily falling. At 6 p.m. the wind was blowing with moderate force from the N.W., accompanied with frequent rain squalls. The barometer had fallen to 29.25 and continued to fall slowly till midnight, when it indicated 29.20. We were then about 80 miles East of Cape Varella, the weather remaining similar to what it had been during the afternoon. Next day, the 11th, a fresh gale was blowing with frequent heavy squalls and heavy cross sea. The ship laboured very heavily, shipping a large quantity of water fore and aft the decks, and it was evident the ship had run into a typhoon. At 2 a.m. the barometer was at 29.14; at 4 a.m. we had a strong Northerly gale and furious squalls while the barometer had fallen to 29.09; at 8 a.m. the wind was veering to Eastward, barometer 29.15. At 9 a.m. there was a dead calm with heavy cross sea. Flocks of small birds were flying around the steamer and there was every appearance of our being in the centre of a typhoon. At 9.30 a.m. it started to blow very hard with terrific squalls. The water lashed by the wind had the appearance of smoke. The wind and waves were veering to East and South, while the 'glass' had risen to 29.10. We shipped at this time a very heavy body of water, which lifted the starboard life-boat and threw it with great force against the Bridge house, damaging the boat considerably. The boat-crew and the bridge crew were carried away, and the cargo was shifted. At 10 a.m. it was still blowing very hard, but by noon the wind and sea had begun to moderate, while the barometer, which was steadily rising, had gone up to 29.28. At 4 p.m. the ship was put on her course North, and the sea was still making against a heavy cross sea, and the ship laboured a great deal. A breeze from E.S.E. sprang up and continued during the morning of the 12th, when the weather became fine and the cross sea gradually moderated. From that time till we reached port we had the weather with light to moderate N.E. breeze. On the 14th we passed the *s.s. Frankenberg* and the *s.s. Boulder* in Lat. 2° 55' N. and Long. 113.65 E.

THE REGIMENT SWIMMING RACES.

Committee:—Colonel Anderson, Major Ellis, Major Chaytor, Captain Collinson, Lieut. Motte.

Sub-Committee:—Sergeant-Major Hill, Color-Sergeant Phillips, Color-Sergeant Everett, Corporal Foster, Corporal Gorman.

These sports took place to-day at the Victoria Recreation Club bath. There was a large turnout of spectators. The band of the Regiment, under Mr. Moran, played during the afternoon. The first event, which was confined to men of the Regiment, were very fairly contested and some capital swimming was shown. The first event, a handicap race round the Red Buoy, was for members of the Victoria Recreation Club, and was taken part in by a dozen competitors. A very good race was the result, although the competing might have been better managed. Skipper, the winner of the cup, who was the second to start, overtook the leading swimmer in turning the buoy, and in the race home left all the others far behind. Hancock, the fast swimmer of the Regiment, had an easy and highly creditable win in the second race round the Red Buoy. The diving on the whole was rather poor. The following are the results of the competitions:—

1.—4 lengths:—Open to Lance-Corporals and Privates of 4 years' service. 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(5 starters.)

Pte. Ingham 1
" Crook 2
" Ricks 3

2.—4 lengths:—Open to Lance-Corporals and Privates over 8 years' service. 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(4 starters.)

Pte. Hancock 1
" Cooper 2
" Bell 3

3.—4 lengths:—Open to Lance-Corporals and Privates over 2 years' service. 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(10 starters.)

Pte. Lucas 1
" Regan 2
" Yeoman 3

4.—4 lengths:—Open to Non-Commissioned Officers of and above the rank of Corporal. 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(4 starters.)

Corp. Flanagan 1
" Gorman 2
" Gibbo 3

5.—Round the Red Buoy and back (Handicap). A Cup Open to Members of the Victoria Recreation Club—(12 starters.)

J. Stopani 1
O. Brandt 2
Time 6 min. 35 sec.

6.—Diving for objects (Open). 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(12 entrants.)

Pte. Holwell 8 cups.
" Murphy 5
" Gibbo 4
" Bristow 3

7.—Running Header from the Spring Board. 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(20 entrants.)

Pte. Chappell 1
" Gibbo 2
" Bell 3

8.—Handicap:—4 lengths (Open). 1st prize, \$5; 2nd prize, \$3; 3rd prize, \$2—(8 starters.)

Pte. Hancock 1
" Ingham 2
" Murphy 3

9.—Handicap Race:—2 lengths (Open). 1st prize, \$4; 2nd prize, \$2; 3rd prize, \$1—(8 starters.)

Pte. Cooper 1
" Lucas 2
" Holwell 3

10.—Long Race:—Round Red Buoy and back. 1st prize, \$7; 2nd prize, \$4; 3rd prize, \$2; 4th prize, \$1—(5 starters.)

Pte. Hancock 1
" Cooper 2
" Ingham 3

11.—Tug-of-War:—Right Half Battalion. A Left. 1st prize, \$10. Won by left half.

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to insist upon checking the course of business in the Surveyor General's office, and His Excellency may rest assured, when a complaint comes to him direct, it is a substantial grievance that is being ventilated.

That I have heard it whispered that Captain Deane meditates retirement, and that he did so before the Sheikh Affm case cropped up.

That in the event of a vacancy in the command of the Police, the best man on the spot for the appointment would undoubtedly be the present Governor of the Gao, as he has had experience in this branch of administration.

That not a little surprise was felt among the Chinese when the Governor of the Gao, as he has had experience in this branch of administration.

That the wealthy Chinese have determined to go up thither, and they certainly went up higher than the Clabites cared to go at Plunket's Gap.

That the sooner we got the low-level tramway the better, so that the numerous footpaths for villas to the eastward may be opened up.

That the moving of large buildings in the United States is as nothing compared to the movement that has lately taken place here in house property.

That it recalls to mind a former main during which the Blue Buildings used to be dealt round about once a week like a pack of cards.

That as the Gamblers Done, called Clubs, are becoming a confirmed nuisance, they should be at once controlled by legislation.

That if Government will not do anything in the way of re-organising the Fire Brigade, the Fire Insurance Companies should call a meeting of those interested, and represent the condition of affairs to the proper quarter.

That the poor you have with you always, and that they are likely to continue so, now that His Excellency has taken them under his protecting wing.

That this fostering patronage is to be regretted, but as the Beggar's Guild regulates the supply of food for Hongkong's use, we may perhaps, through its influence, escape a complete deluge.

That though I love my neighbour even more than myself, if His Excellency's protégés select the immediate neighbourhood of Government House for their happy hunting ground rather than the confines of my own castle, their so doing will not interfere with the placid nature of my slumbers.

That the deteriorating effects of a Hongkong summer are such as to make one wish himself a Bank Note, so that he might avail himself of the advertisement, 'Old and broken Notes will be exchanged for New'—an Aladdin-like transformation badly wanted in many cases.

That it is at the same time consoling to observe that the hot weather is going, and visions of pic-nics, yachting, shooting, polo, pony training, coffee and Taylor, warm and cosy blankets, and so forth, begin to present themselves and to come within a measurable distance of practical economies.

That Hongkong will soon echo to the martial tread of a Highland Regiment and the skirl of their pipes, and the sight of the tartan will send the thoughts of many of us back to the Auld Glen with its heather-clad slopes, gowan-decked braes and rippling burnies—to the auld kirk and the white-haired minister, and the kirk-yard where the auld mither sleeps.

That I trust the Scotch community will give a fitting welcome to the kilted gladiators, who shall feel none the less safe behind the Highland steel, although that is no disparagement to the gallant 'Steelbacks.'

That the long-drawn-out case of the *Estrella* has at last been concluded by a lengthy judgment, in which Judge Russell revelled in the unravelment of that gigantic muddle.

That this case was one after the lawyer's own heart, but it does seem remarkable why so much trouble and fighting and less should accrue to innocent people, through the bogus proceedings of parties who seem to get off free.

That any ill-conditioned adventurer may raise a pother by seizing a vessel on a bogus claim, and leave the trouble and loss for others to bear, does not look like Justice.

That some of the legal gentry appear to have lost their heads and others their diaries, and all had to give evidence concerning events that happened more than three years ago.

That if Lord Charles Borestone is right in saying that our Officers and Men are alike unfitted for modern warfare, it will be necessary at once to invent a new sort of Officer and Soldier.

That perhaps Mr. Edison might be equal to the occasion.

That with all due deference to His Lordship's opinion, I believe our Officers and Men are quite as capable of snuffing themselves to the altered state of things as those of any other nationality, and more so than the Lords of the Admiralty, or the Department.

That reform is wanted in the ships much more than in the men, and when the time comes, as come it will, our men will be found 'standing to their guns' just as naturally as of yore.

Time 5.55.

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GOSSIP FROM CALOUTA.

I am glad to hear that the riding men in Hongkong are thinking of starting a Polo Club, as I know several who are just burning to get some exercise more exciting than riding down to the racetrack and angrily watching the tardy way in which the work there is progressing. A little bird told me that a kind good little man said a very naughty little word about it the other day; but we must remind him that *tout vient à point à qui sait attendre*, and if he gives me Polo to occupy him, he will be quite happy.

I expect the Polo men will find it difficult at first to make the somewhat awkward China ponies go up to the bill and turn cleverly; but they must persevere, as I have seen very bad specimens in the Indian country breeds who have turned out nice and handy after a little trouble. I have often watched the game with interest and felt what a pity it is that ladies are not able to play it. There were one or two ladies' teams once, but the fair players were not successful in managing their ponies and playing the game at one and the same time, so polo for ladies was rightly given up. I do not care to see a man out and knocked about in playing; still less a lady. At a ladies' cricket match, at which I was present, I saw a lady who was very good at the game, and she was very much interested in it. I have often watched the game with interest and felt what a pity it is that ladies are not able to play it. There were one or two ladies' teams once, but the fair players were not successful in managing their ponies and playing the game at one and the same time, so polo for ladies was rightly given up. I do not care to see a man out and knocked about in playing; still less a lady. At a ladies' cricket match, at which I was present, I saw a lady who was very good at the game, and she was very much interested in it.

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without making a fuss. To dispose of the small number of English widows would be quite a different matter. I am very certain that I should be calling on and writing to every Government Official to make sure that I received my exact pound of flesh, and if several others followed my example, what a lively time the poor G.O.'s would have!

When I was in Hongkong I purchased a Chinese smoking-bird, which I have had safely here in Calcutta, and which has been very much admired. He allowed the Chinaman to stroke his feathers, while the bird stood quietly in his cage and seemed to like the attention paid him. When I tried to stroke him, he flew wildly about the cage and plainly showed me that he did not like the water. After the evening ceremony from seeing me constantly feed him while on board ship, and feeling that I did not mean to hurt him, he stood quite quietly while I stroked his back and called him a 'nice bird.'

The bond plays as usual here in the Eden Gardens of an evening; but it is rather a triste affair. Tommy Atkins seems to be the only person who appreciates the music, and his erect form can be seen on such occasions, recommending up and down, and evidently enjoying himself thoroughly. The ladies, most of them, I think would not be so successful in managing their ponies and playing the game at one and the same time, so polo for ladies was rightly given up. I do not care to see a man out and knocked about in playing; still less a lady. At a ladies' cricket match, at which I was present, I saw a lady who was very good at the game, and she was very much interested in it.

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